

ON THE ROCKS.

Continued from First Page.

of Kinsale, about five miles away from the place where the accident occurred, and would be landed at Kinsale.

Little has been learned on this side about the accident. When asked what his theory about it was, Manager Kirk said it was too soon for him to have any theory.

"Capt. Redford," he continued, "is an experienced seaman, and has entire confidence in him. He has been in the service twenty years and has been a captain eight years. The accident occurred in a dense fog, and I am inclined to think it was unavoidable."

"Is that part of the Irish Channel considered dangerous?"

"All rocks are dangerous when a ship runs against them," replied Mr. Kirk. "Heavy fog is frequently run into off the coast of England and Ireland and to that extent the vicinity in which the accident occurred is considered dangerous."

LIVES RARELY LOST.

"It should be borne in mind, however, that the danger is one of danger to ships, rather than loss of lives. Two of the Chicago fire companies may be filled with water without danger of their sinking."

"Since 85, when the present company took charge of this line, not the life of a single passenger has been lost."

"Capt. Redford," who is well acquainted with the coast of Ireland, was seen at the Maritime Exchange by an Evening World reporter and said that the head of Kinsale is not considered a dangerous place.

"There is deep water all around it," he continued, "and a very good light-house at Kinsale. I would not think it dangerous."

If the accident had occurred at Kinsale, half way between the head and harbor at Queenstown, because that is a dangerous place on account of the rock being submerged. I am inclined to believe that the City of Chicago was running too fast in the fog, and that the ship was struck by the rock."

As the time moved along, these taking part in the demonstration assaulted the police who were trying to keep them in order. In the mean time a lot of sorts of insulting epithets were hurled at the police.

"Finally the outbreak became so threatening that the civil guard was called upon to disperse the procession. The guard charged, but the crowd held its ground and checked the charge with a shower of stones, heavy sticks and anything that came handy."

The officer in command then ordered the police to fire. The police fired, but the crowd held its ground and checked the charge with a shower of stones, heavy sticks and anything that came handy."

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The City of Chicago sailed from New York July 22 for Liverpool, with 102 cabin and about three hundred steerage and intermediate passengers and a cargo of general merchandise.

Among the cabin passengers were O'Neill Ryan, of St. Louis; George Sweeney, of Cincinnati; and M. L. Gallagher, of New York. The passengers who went from this country on behalf of the Irish National League of America to settle the differences between the warring factions of the Irish party in Parliament.

Among other cabin passengers were Col. C. M. Wilson, the Rev. H. C. Cameron, the Rev. Charles M. Griffin, Dr. C. F. Dowd, Mrs. Dowd and Miss N. C. Dowd, the Rev. John F. Lally, Major E. A. Monteth, Dr. Frank McInally, the Rev. T. P. Prudden, the Rev. Theodore S. Kennedy, Mrs. Kennedy and Miss M. E. Kennedy, H. L. Sheldon, Mrs. E. H. Marshall and Miss K. E. Marshall, H. L. Richardson, H. L. Hyer, Kerr Bell, Thomas Dwyer and M. H. Davis.

The stranded ship belongs to the Inman and International Steamship Company and is commanded by Capt. Redford, who has many years' experience in the command of a ship, and who is looked upon as a careful navigator. He has always been very popular.

The vessel is a fine one, and until the City of New York and the City of Paris were brought out by the company was looked upon as one of the finest vessels going to this country. The City of Chicago is built of steel, and is the largest of the line, and like all the vessels of the Inman line has a large figure of the lady of Chicago on her bow. The ship was built in 1883 by G. Connell & Co., of Glasgow, Scotland.

She is built rigid, fitted with four masts and two funnels. Her dimensions are 310 feet in length, 45 feet beam and 32 feet depth of hold. She registers 2,292 tons, and is fitted with triple expansion engines of a combined power. Her speed is fifteen knots. Her carrying capacity is 150 first class, 300 second class and 500 steerage passengers.

The City of Chicago's other officers are: Purser, John T. Kavanagh; Surgeon, J. C. Kilgarriff; M. D.; Chief Steward, Alfred McLeod. The officers and crew of the vessel numbered fully two hundred and fifty persons.

RESCUING THE KANSAS PASSENGERS.

It is less than a year ago that Capt. Redford, with two City of Chicago, rescued the passengers of the steamship Kansas, which sailed from Liverpool for Boston on Nov. 28, 1891. On Dec. 9 the vessel was caught in a gale which developed into a furious hurricane. The storm lasted twenty-four hours.

On Dec. 4, while the passengers were at dinner, a report of an explosion, sounded through the ship. The vessel trembled from side to side. There at the dinner table sat the passengers of the Kansas. The captain of the Kansas, told the passengers that the vessel had sprung a leak, and that the water was coming in fast. The passengers were told to get ready to leave the ship. The water was coming in fast.

The need of the strainer was turned for Liverpool and a steamer was sent to the aid of a passing vessel. At noon the steamer St. Pauline, from Cardiff for this port, was made out. When three miles to the eastward of the Kansas she was sighted for assistance. The appeal was not answered for a full quarter of an hour. Then a report of a leak was sent along to the St. Pauline. The vessel was then sighted for assistance. The appeal was not answered for a full quarter of an hour. Then a report of a leak was sent along to the St. Pauline.

The steamer went over the college boat, three courses, and had the first battle in 20 minutes, and the second in 20 minutes. When the accident occurred, the ship was in a bad way. The water was coming in fast. The passengers were told to get ready to leave the ship. The water was coming in fast.

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THEY FIRED INTO THE MOB.

Continued from First Page.

Spanish Guards Quell an Anti-Tax Riot in Madrid.

Madrid, July 2.—The new taxes imposed by the Government on various branches of business are meeting with strong opposition.

It was only yesterday that the House of Representatives refused to transact business, owing to the tax on horse transactions, and today another popular demonstration that degenerated into a riot was made against the new tax placed upon retail dealers.

The market men and women formed a procession and marched through the streets, shouting and yelling and in every way showing their disapprobation of the new tax.

As the time moved along, these taking part in the demonstration assaulted the police who were trying to keep them in order. In the mean time a lot of sorts of insulting epithets were hurled at the police.

Finally the outbreak became so threatening that the civil guard was called upon to disperse the procession. The guard charged, but the crowd held its ground and checked the charge with a shower of stones, heavy sticks and anything that came handy."

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HARRISON TO THE CARNEGIES.

Continued from First Page.

Chris Magee to Try to Arrange for a Settlement.

The Locked-Out Workmen at Homestead Prepared for the Great Wage War.

PITTSBURGH, Pa., July 2.—It is reported here that Chris Magee, the Pennsylvania Republican boss, has been carrying the message to President Harrison this week, and has returned with an important commission from Mr. Harrison.

The President, it is reported, has become alarmed over the object lesson in Protection furnished at the Carnegie mills and has directed Mr. Magee to carry the message to the locked-out workmen that the trouble must be patched up at all hazards.

It is estimated that 80,000 ironworkers and their dependents are idle today, owing to the failure of the men and their employers to agree upon a scale of wages.

The manufacturers demand a reduction of from 20 to 30 per cent. in wages; the workmen insist on a continuance of the wages that have been paid for the past twelve months.

The iron and steel mills throughout this district are closed today, and everything is at a standstill. The number of mills closed down is estimated at about 400.

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DID HE KILL HER?

Continued from First Page.

James Kenney Charged with His Aged Mother's Death.

Neighbors Say He Threw Her Downstairs and Broke Her Skull.

He Is Locked Up by the Coroner Pending an Inquest.

James Kenney, a laundryman of 25 Grove street, was brought to the Jefferson Market Court today on the charge of matricide and was taken thence to the Coroner's office.

According to the police Kenney has been living with a woman, Mary Wilson, as his wife on the top floor of Grove street. His aged mother has been living with them. It is charged that the mother did not approve of her son's conduct, and suggested that he marry the woman.

On the night of June 19 the old woman fell down a flight of stairs. The neighbors think she was thrown down.

Mrs. White, Mary Delaney and Mrs. Sarah Condon, who live in the house, told the police of the Charles street station that they heard a noise as if someone was being slapped and then the noise of a fall.

Mrs. White went out on the landing and saw the old woman lying in a heap on the stairs. She called out to her, but she did not answer. Mrs. White went back to her room and did not see her again.

Mrs. Wilson found Mrs. Kenney in the basement. Her head was badly cut. While she was being helped upstairs, again she remarked pitifully: "Aunt Jiminy, you have killed me this time."

The injured woman remained where she was for twenty minutes before any one came to her assistance. She was then removed to St. Vincent's Hospital, where she remained unconscious until death relieved her last Wednesday. An examination showed that death resulted from a fractured skull.

Kenney was taken before Coroner Levy, who ordered an inquest to be held at the Tombs pending the inquest, which will be held Tuesday afternoon at 2:30 o'clock.

Kenney is of medium size, stout build, has a heavy red moustache.

RAN INTO THE NOURMALH.

Mr. Astor's Yacht in Collision with the Sound Steamer Maine.

It is now definitely settled that it was William Astor's steam yacht, Nourmalh, and not Frederick W. Vanderbilt's conqueror, that collided with the Sound steamer Maine Thursday night in the Sound.

The Nourmalh has put in at New London for repairs, and reports that nobody was hurt.

James M. Waterbury chartered the Nourmalh last spring for the season. He and a party of friends left New York Thursday evening for a cruise to New London. The Nourmalh was put in at New London for repairs, and reports that nobody was hurt.

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"PEACE" AT CONEY.

Continued from First Page.

Republican Chiefs Eat Clams at Manhattan Beach.

Incidentally, Factional Hatchets Are Expected to Be Buried.

Cleveland and Stevenson to Be Notified in New York July 20.

The Oriental Hotel at Manhattan Beach, has on its register today the names of ex-Senator Thomas C. Platt, ex-speaker Thomas H. Reed, Senator Washburn, of Minnesota; Senator McMillan, of Michigan, and Congressman Hill, of Illinois, as well as Collector Hendricks, of New York.

Each statesman is expected to stay only a few days, but it is said that they will be here for a week or more. They are expected to be here for a week or more. They are expected to be here for a week or more.

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HOT WEATHER HUMORS.



Dog and scratched for 38 years. Itching and burning intolerable. Suffered untold agonies; \$500 to anybody had cured him. CUTICURA REMEDIES cured me. God bless the inventor of Cuticura!

CHENEY GREEN, Cambridge, Mass.